

Ideas You Can Use on Your Car

These Ingenious Kinks Will Save You Time and Trouble

THE AVERAGE motorist who attempts to remove a dent in his fender usually ends up removing the paint as well. In most cases, however, it is possible to remove the dent so that it hardly shows at all and without damaging the paint, provided, of course, that the accident which caused the dent did not injure the paint.

Fig. 1 shows how to do the job. An ordinary cement sack, filled with sand, forms the support for the part to be reshaped. A wooden mallet, with a leather face under which is placed a half-pound of lead birdshot is the tool for hammering the sheet metal.

In addition, you will need a warming pad, made up of four layers of heavy felt, stitched and soaked in oil. You heat this pad on the stove, using precautions to prevent it from taking fire, and then apply it to the dent for a few minutes in order to heat the paint and make it pliable enough so that it will not crack.

IT IS bad enough to get stuck on the road with a flat tire and without a spare, but it is still worse to find that the tire pump has quit the job. Occasionally the threads that hold the barrel of the pump into the base strip out, making the pump useless.

If this happens to you on the road, a simple way to get the pump working again is to dent the lower end of pump barrel as shown in Fig. 2. The dents will force the threads out enough so that they will hold at least until the tire is pumped up.

RUSTY rims are hard on tires. The rust attracts moisture, and the moisture rots the fabric of the tire. Besides, it is sometimes very difficult to remove a tire from a rusty rim, especially if the tire has been in place long enough to allow the roughened surface to adhere tightly to the rubber.

Cleaning a rim by the ordinary method of going over the whole surface with sandpaper or emery cloth, is a long and tedious job. Fig. 3 shows an ingenious way to let the auto motor do all the work. After the tire is removed, the wheel is jacked up and the motor started and placed in gear. Screen wire nailed to a wooden handle or a piece of emery cloth or sandpaper can be held against the revolving rim until all of the rust has been removed.

CHATTERING and jerky operation is exceedingly hard on the gears, shafts and bearings of the Ford. Special oils are being sold that stop this chattering to some extent, but some of these oils have a high soap content, the effect of which is questionable as far as lubrication is concerned.

One Ford owner has solved the problem to his own satisfaction by changing the brake band lining as shown in Fig. 4. Instead of

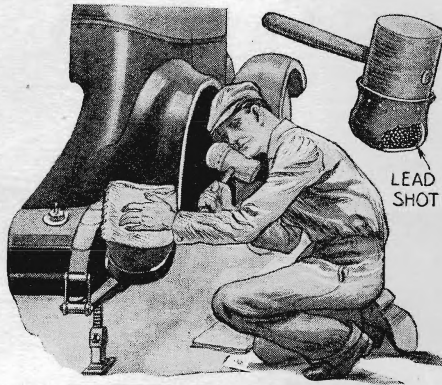


Fig. 1—Straightening bent fender with a sand bag and mallet faced with lead shot

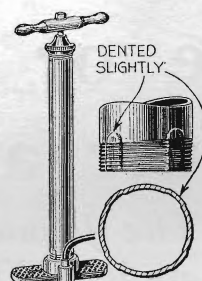


Fig. 2—How dents repair the stripped threads of a tire pump in emergency

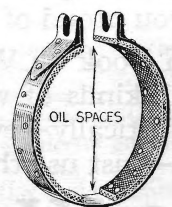


Fig. 4—How one Ford owner prevents chattering by dividing brakeband to allow oil space

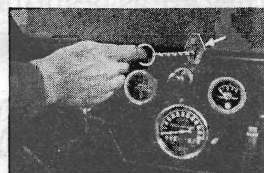


Fig. 6—Ingenious window shade radiator cover (at right) with simple chain adjustment on dash (above)



Fig. 3—A quick way to clean a rim with a screen wire brush

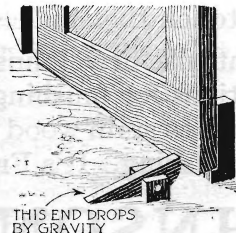
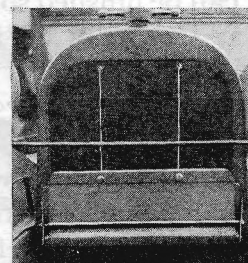


Fig. 5—A simple way to build a garage door stop and catch to make any banging an impossibility



using one complete piece, he has cut it into two parts arranged with a gap at the bottom. Extra rivet holes were drilled in the brake band so that the lower ends of the band cannot come loose.

Apparently the gap in the lining allows an extra supply of oil to flow into the rubbing surfaces and this, perhaps, is the reason for the reduction in chattering.

A PRACTICAL and useful arrangement for holding the garage door open so that the wind will not blow it shut just as you are driving out or in is shown in Fig. 5.

To construct the device, only four pieces of wood and one large nail are needed. A stake is driven into the ground at the point where you wish the door to stop when you open it, and then the wedge-shaped piece of wood is cut as shown in the illustration, and a hole is drilled slightly larger than the nail. The wedge is held in place by the nail driven through two small stakes which are driven into the ground.

The wedge and its holders should, of course, be low enough so that when the door is opened it rides over the wedge. The latter drops back into place and holds the door until you desire to release it by lifting on the point with your toe.

A SIMPLE homemade radiator shut-cover which gives perfect regulation of the flow of air through the radiator can be made from an ordinary window shade.

The construction is very simple. A window shade roller is cut down to the proper length and the catch or dog at the spring end is removed. Next a piece of auto top or curtain cloth is cut the right length and width to cover the radiator. One end of this piece is tacked to the shade roller and the other is sewn around a piece of wood which will serve to keep it straight. The roller is attached to the bottom of the radiator by means of ordinary shade roll holders or brackets riveted to the radiator shell, or a simple bent metal bracket may be made and slipped under the side of the shell as has been done in Fig. 6. The spring should be wound up fairly tight before the roller is set in the brackets.

Two flexible wires are attached to the wood strip at the top of the curtain and each wire is led through a piece of small tubing at the top of the radiator. About halfway between the radiator and the dash, these wires converge and are connected to a small chain. This in turn runs back to the instrument board and terminates in a ring. The chain passes through a metal plate prepared by drilling a small hole and filing it into a diamond-shaped opening. This arrangement holds the chain by wedging the links, thus enabling you to adjust the radiator cover.

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